



Lisgar Residents' Association

Position Paper on the development of the 9th Line Lands

Provisional Version, December 2017

The LRA is not opposed to development. However, we request that it be done in the wisest way possible, to provide the best living for the new residents and existing residents nearby.

Our areas of greatest concern:

1. Increased Traffic.
 - a. The proposed new residents (up to 14,000) in this thin corridor of land will mean they will necessarily use already busy Ninth Line, Derry Road, Britannia Road, and Eglinton Avenue as their primary routes. Through lanes should be added to roads such as Ninth Line as needed to handle this increased traffic, as well as turn lanes throughout. We suggest a major North/South artery be considered in the middle of this corridor. We would like to see the traffic impact study when completed.
2. School and Hospital Crowding.
 - a. Additional housing will place a further burden on already crowded schools. School boards and nearby schools should be consulted throughout this design process to ensure adequate accommodation. Local hospitals are already far over provincial targets for wait times for complex conditions. These argue against plans for significant population increases.
3. The Potential Flooding.
 - a. We urge waterway relocation to be kept to a minimum and recommend a strategic approach of over-capacity and redundant systems in stormwater planning, so there is no flooding of these or adjacent lands. This has traditionally been swampy land. Current proposals include significant re-engineering of waterways. Hundreds of residents of Lisgar have had stormwater infiltration (i.e. flooding) issues as recent as 2017. Research into causes and preventions are still ongoing. Lisgar residents do not have much confidence in re-engineering wa-

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terways. The City is also concerned about stormwater since they have instituted a “Stormwater Levy.” These concerns are all the more pressing, since Mississauga cannot control potential development north, or upstream, of Mississauga.

We cannot afford the same kind of mistakes that were made in the design of Lisgar to occur in the new development, especially as it will be higher density development. We request the City ensure (potentially through site plan or development agreements) that any developer(s) of 9th Line provide for proper and effective drainage systems to support the new infrastructure and prevent any adverse impacts to existing stormwater systems in Ward 10.

4. Bike safety.
 - a. Any bike lanes along major arteries, like Ninth Line, should be constructed as separate bike paths, off the roadway. Options should be explored for placing them in the planned green space.
5. Noise and aesthetics.
 - a. We would urge the strategic use of land berms and foliage to camouflage buildings wherever possible and provide noise abatement. Union Gas has successfully demonstrated this in their facility along Ninth Line.
6. Design consistency.
 - a. We urge any development on the west side of Ninth Line to reflect the construction on the east side. Proposed 15 stories buildings are therefore concerning and out of place. We urge buildings not over three levels, with a gradual increase in height toward Hwy 407. Any high-density housing should be limited to the south end of Ninth Line, near Eglinton, where hopefully transit corridors will help alleviate traffic congestion.
7. Preservation of History and Greenspace.
 - a. We urge that the City work with the appropriate authorities, including Heritage

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Mississauga, to preserve St. Peter's Church and Cemetery, preferably as a Heritage site. We recommend that these be incorporated into the plans for the extension of Osprey Marsh and green space, including parks and walking trails, on the west side of Ninth Line.

8. Equitable Land Valuation.

- a. We have been concerned that the most recent proposal appears to give preference to some landowners over others regarding the location of residential and commercial development vis a vis stormwater facilities, compared to the previous plan. For instance, the land north of the train tracks, owned by the City and developers, see a significant reduction in land area devoted to stormwater facilities, while these services have been relocated to privately owned lands. Moving stormwater facilities from areas where preferred people own property to where others who are not part of the design process own property is not fair or equitable. We expect better from a just and open society. Since no development in this corridor can be done without adequate stormwater facilities, then all lands should be acquired at comparable rates, regardless of where stormwater facilities are located.

9. Safe Connectivity Across Ninth Line for Pedestrians and Bikes.

- a. This needs to be carefully planned for safety and integration of these lands in Mississauga.

10. Increased Communication.

- a. We look forward to being part of continuing meaningful consultation through a Steering Committee. To ensure the best possible outcomes, we urge that residents and residents' associations be made part of the design process all the way through. (With all due respect, we have seen deficient proposals that come from "experts" who parachute into our neighbourhood for analysis in off-peak

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hours.) We urge you to involve residents who live here, because they have a better grasp of realities on the ground, and because they are the ones who are most impacted by decisions that are made.

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